

## INFORMATION REPORT

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CLASSIFICATION: CONFIDENTIAL

DATE DRAFTED: 8 JUN 51

*JUL 912*SUBJECT: 1. Movement of Soviet Troops into China  
2. Soviet Railway Officials in China

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1. The large-scale movement of Soviet troops into Manchuria

Troops were shipped in camouflaged, highly guarded trains which passed through Harbin at night. Only a few troops were permitted to leave the trains, and those seen rushing out to make purchases at the Harbin station were dressed in civilian clothes.

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2. The main shipments of troops and equipment into China proper usually bypassed Harbin and used the rail line from Hailean, to Tsitsihar, Taonan (122-47, 45-21) and Chinchou, the route secretly used by the highest officials.

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3. [redacted] a large number of Soviets have come to Harbin and are gradually replacing local Soviets\*\* as railway employees.

4. The Chinese manager of the railroad is General LIU, a Moscow-trained Chinese who understands and speaks Russian, although not publicly. He has a Soviet wife.

5. [redacted] the Chinese section heads of the Chinese-Changchun Railroad cooperated very poorly with the Soviets. Since then, most have been replaced by Soviet-trained Chinese, and the Soviets actually control the railroad.\*\*\*

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6. [redacted] the Chinese, sole managers of the North China railroad system, employed large numbers of Japanese as technical advisers. At that time, all Japanese were removed from Manchuria (sic).

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7. [redacted] Comment. Large-scale movements of Soviet troops and materiel into China were reported [redacted]

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8. [redacted] Comment. The tendency to replace persons whose Soviet citizenship has been acquired outside the USSR with personnel from the USSR has been noted previously.

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9. [redacted] Comment. Soviets were previously reported to have retained control of this railroad. [redacted]

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25 YEAR RE-REVIEW

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letter of 16 October 1973 from the  
Director of Central Intelligence to the  
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Next Review Date: 2008

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